

INTIMATIONS

BROWN, JONES & CO.
Dealers in
AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE.
CEMETERY MEMORIALS.
Designs and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL. [2657]

A. S. WATSON & CO., LIMITED

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purist Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufactory throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

PURE AERATED WATER

SOFA WATER

LEMONADE

POTASH WATER

SELTZED WATER

LITHIA WATER

SARAPARILLA WATER

TONIC WATER

GINGER ALE

GINGERBEAD

No Credit given for Bottles, or look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED

THE HONGKONG DISPENSARY.

Hongkong, 15th April 1897. [22]

NOTICE TO CORRESPONDENTS

Only communications relating to the business of the dispensary should be addressed to THE EDITOR. Correspondents not forward their names and addresses with communications addressed to THE EDITOR, nor forward them as evidence of their bona fides.

Letters for publication should be written on one side of the paper only.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address Press—A.B.C. Code.

P.O. Box. 20. Telephone No. 12.

The Daily Press.

HONGKONG, JUNE 12TH, 1897.

From the proceedings of the Committee of the Chamber of Commerce at its last monthly meeting it will be seen that the question of the medical inspection of all vessels arriving in the colony is now under consideration. The Chamber has referred it to a special committee composed of gentlemen intimately acquainted with shipping matters, who will no doubt look at it both as regards its immediate bearing on ships arriving in the port, and its probable effect in keeping the colony clear of infectious disease. No branch of trade can be more interested in securing the immunity of the port from infectious disease than shipping, for with an outbreak of plague, cholera, or smallpox the danger is incurred of having quarantine declared against arrivals from Hongkong at other ports. The system of medical inspection is in force in London, and the example of London may, we think, be regarded as a tolerably safe one to follow in Hongkong. England was the first country to mitigate and ultimately abandon the barbarous system of quarantine, and the system of medical inspection substituted for it is now securing recognition on the part of other countries as theoretically and practically correct. This system secures the maximum of safety to the public health with the minimum of delay, cost, and annoyance to shipping. In the case of a vessel arriving with a doctor on board and no sickness the delay would be merely nominal, as the Health Officer would accept the report of the ship's doctor, who is under legal obligation to give true particulars. Where there is disease on board steps for isolating the sick persons and disinfecting the ship if necessary are to be taken expeditiously, forty-eight hours, we believe, being the extreme limit of detention unless fresh cases break out during that period. Where no doctor is carried an inspection would have to be made by the Officer of Health, which would occupy a longer or shorter time according to the number of persons on board, but where there is no sickness the delay would not exceed an hour or two. Where sickness is discovered the delay would of course be longer according to the circumstances of the case, extending possibly though not necessarily to forty-eight hours. Annoying and costly as this delay may be to the shipowner, it is the right of the community to be protected against the introduction of contagious disease. Not many months ago more than fifty cases of cholera were landed from a single vessel in Hongkong, nothing being known of the matter until the patients were discovered on shore, and the ship's captain and officers being presumably ignorant of the nature of the disease. Such an occurrence as that ought not to be possible, and the instance

mentioned seems in itself a sufficient illustration of the importance of instituting an efficient system of medical inspection. Native craft would also be subject to inspection, which in itself would be a great advantage, for though the passenger trade carried by junks is small as compared with that carried by steamers a good many cases of disease are no doubt introduced by that channel.

On the general principles of medical inspection, therefore, we think there can be little difference of opinion, but in arranging details it will be necessary to pay due regard to local circumstances. It is proposed that vessels shall be required to anchor at one of the inspecting stations and that the inspecting officers shall be on duty from 6 a.m. to 6 p.m. only. If these hours are decided upon it would mean that vessels arriving after 6 p.m. would not be able to land their passengers or communicate in any way with the shore until after 6 a.m. next day. But vessels frequently arrive after 6 o'clock in the evening, including mail steamers and the night boats from Canton, and it would be a public inconvenience as well as an unnecessary loss to the shipowners if communication was not allowed until next day. Another point is the delay that would be occasioned to the river steamers, for carrying as they do several hundred passengers, the inspection would necessarily occupy a long time, during which other vessels might be waiting for their turn. We do not know whether it is intended to make any special regulations with respect to the river steamers in order to reduce the delay, but in any case it is to be hoped, if a system of medical inspection is introduced, that a sufficient staff will be provided to carry it out efficiently and expeditiously. It would be mistaken to subject shipping to delays involving a loss in the course of the year of tens of thousands of dollars in order to save two or three thousand dollars in the salaries of the inspecting staff.

The delivery of the English Mail was begun at 9.10 a.m. yesterday.

The P. & O. Company's steamers *Cantia* and *Japan*, from China, arrived at London on the 10th inst.

The C. M. steamer *Moyune*, from Glasgow and Liverpool, passed the Canals on 10th inst. and may be considered due at Singapore on or about 25th inst.

The steamer *Yankee*, from Australia, left Thursday Island for this port on the 7th instant, and is expected to arrive here on the 18th instant.

The steamer *Chingko*, from Swanage, Glasgow, and Liverpool, passed the Canals on the 1st instant and may be considered due at Singapore on or about the 18th inst.

At the Maristery yesterday a servant boy was sent to go for six months for service two weeks the property to Messrs. Gresham & Richardson, assistant to Messrs. Gresham & Co.

The liquidator of the New Oriental Bank Corporation, Limited, states that he has disposed of the remaining assets, with the sanction of the Court, on terms which will enable him to distribute in July or August about £1,200 in the joint, making in all £10,112.

Mr. J. P. Joachim, a Singapore barrister, has been appointed an unusual member of the Bar Council, pending the return of Mr. E. B. Hutchinson, and as a result of the departure of Mr. Neptis, Mr. Joachim some few years ago acted on the Council with much acceptance.

Mr. A. G. Wise, Justice of the Peace, injured his arm a few days ago while playing golf and has since been unable to attend to his duties at the Supreme Court. Yesterday the attorney general, Mr. J. W. Gresham, and Mr. Joachim, Chief Justice, Mr. Wise, hastened to be available to resume his work at the court on Monday.

The End of the West Yorkshire Regiment will play the following programme at the Officers' Mess to-morrow evening:—Overture.—"Il Conte D'Ecaz" (Merano).—Song.—"Ala" (Crown).—Hungarian Dance.—Selection.—"Manor" (Gardner).—Garde the Queen.

Ladies and gentlemen are reminded that the forthcoming meetings of the Malibank Church and other bodies to be smug at the Ecce Course at 5.30 p.m. as the 22nd inst. will be held in the Theatre of the City Hall this afternoon at 5.30 p.m. under the conductorship of Mr. W. G. Bentley, A.R.C.M. Soprano and tenor are requested to occupy the seats on the floor of the Theatre, facing the right of the stage, and the contraltoes and bassos on the left facing the stage.

The May and June (Illustrated) of the 14th May, 1897, will be issued by yesterday's mail, is particularly interesting to Hongkong people as it contains excellent photographs taken at the last annual encampment of the Hongkong Volunteer Corps. The photographs show a group of officers, a turn out of the guard, the relief of a country, and other interesting pictures all of which are shown to the best advantage, there being no difficulty whatever in identifying the various numbers of the Corps in the photographs.

Messrs. William Hamiton & Co., Port Glasgow, have contracted to build a steel screw steamer of 6,000 tons to the order of the East Asiatic Company (Limited), Copenhagen. This steamer is intended to trade between Europe and the Far East, and will be fitted up in a superior manner for passengers as well as cargo-carrying. The decks will be of teakwood, and also the superstructure. The hulls and superstructures will be constructed. She will be supplied with triple-expansion engines by Messrs. David Brown and Son, Glasgow.

The Hamburg correspondent of the *London and China Express* writes:—Two representatives of the Chinese have now arrived in Germany. Commander Lin Kai-Han, and Captain Liang Chang-hai, who write to the German Consul, who are to be shown over all these establishments. At present no less than seven men of war are in construction for Chinese account in German yards, viz., three protected gun-boats at F. Schichau, Elbing, the largest having a displacement of 2,950 tons, and a speed of 14 knots; with a crew of 190 men; and also a torpedo boat of 150 tons, and a torpedo armament intended for each of these vessels. The torpedo-boats are receiving engines of 6,000 h.p., and a Maxim gun, and also a torpedo armament intended for each of these vessels. The torpedo-boats are receiving engines of 6,000 h.p., and a Maxim gun, and also a torpedo armament intended for each of these vessels.

"The Moralist" writes in the *Street Times*:—It is the custom, perhaps a very natural one, for the Chinese to be superstitious. "Ah, how much better this is done at Somewhere-else!" Hongkong made that ejaculation when it was found, a good time ago, that Singapore was first in the field with suggestions for a permanent coronation of the Queen's Reign. "The boat is now on the other leg." Though we were first in the matter of suggestion, Elbing is a long way ahead of us in practical execution. We have hauled out our anchor, and are making our way homeward, collecting the necessary sum. "We are haggling over details, while others are leaving details to take care of themselves until the scheme takes shape." In matters of subscription, there is nothing like striking while the iron is hot, as you, Sir, have said that ends are stricken. The big hat ought to be out again.

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NOTICE TO CONSIGNEES.

STEAMSHIP "OCEANIAN."
COMPAGNIE DES MESSAGERIES
MARTINIQUE.

NOTICE.

CONSIGNEES OF cargo from London or Aden, from Boulogne or Villefranche, and Frederic Morc in connection with other steamer, are hereby informed that their cargo with the exception of Opium, Treasure, and Valuables, are being landed and stowed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless instruction is received from the Consignee before noon, to-day, requesting it to be landed.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 15th inst., will be subject to rent and landing charges.

All claims must be sent in to me on or before TUESDAY, the 15th instant, or they will not be recognized.

All Damaged Passage will be examined on TUESDAY, the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPAUX,
Agent.

Hongkong, 5th June, 1897. [1318]

Douglas Steamship Company, Limited.

FOR SWATOW, AMoy, AND
FOOCHOW.

THE Company's Steamship

"HAIAN."

Captain Roach, will be despatched for the above port on or about the 10th inst.

For Freight or Passage apply to

DOUGLASS LA PRAK & CO.,
General Managers.

Hongkong, 10th June, 1897. [1320]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND
CALCUTTA.

THE Company's Steamship

"SUSIANG."

Captain Galworthy, will be despatched as above on TUESDAY, the 15th inst., at 3 P.M.

For Freight or Passage apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 11th June, 1897. [1321]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA,

INDIA, AEGYPT, MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

TICKETS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"KAISAR-I-HIND."

Captain S. Bartram, serving Her Majesty's Mail, will be despatched from this port on TUESDAY, the 17th June, 1897, to take Passengers and cargo for the above ports. This steamer connects at Bombay with the S.S. "CAIRNS" leaving that port on the 9th June for London direct.

Silk and Valuables all cargo for France, and

for London, under arrangement will be transhipped at Colombo into a steamer proceeding direct to Mauritius and London; other cargo for London, etc., will be conveyed via Batavia.

Cargo will be received at this office until

10 A.M. the day before sailing. The contents and value of all packages required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 4th May, 1897. [1324]

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamship

"GILGARRY."

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless instruction is received from the Consignee before noon, to-day, requesting it to be landed.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 15th inst., will be subject to rent and landing charges.

All claims must be sent in to me on or before TUESDAY, the 15th instant, or they will not be recognized.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damage and/or shortages not later than the 2nd Inst., otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 8th June, 1897. [1325]

PEM CALCUTTA, PENANG, AND
SINGAPORE.

THE Company's Steamship

"GUISANG."

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained after landing.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damage and/or shortages not later than the 2nd Inst., otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 8th June, 1897. [1326]

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamship

"GANTON."

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo.

From Yatton, ex s.s. Standard.

Optional cargo will be landed here unless instructions given to the contrary before 4 P.M. to-day.

Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and paid for the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claim will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 10th June, 1897. [1327]

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamship

"GANTON."

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo.

From Yatton, ex s.s. Standard.

Optional cargo will be landed here unless instructions given to the contrary before 4 P.M. to-day.

Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and paid for the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claim will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 10th June, 1897. [1328]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID,
SUZU, TIDDAL, SUAKIM, MASSA-
WAH, HOEDDEDA, ADEN, KUERA-
CHEE, BOMBAY, COLOMBO, PE-
NANG, AND SINGAPORE.

THE Steamship

"MARQUIS BACQUEHEN."

having arrived, Consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained after landing.

This vessel brings on cargo.

From Calcutta, ex s.s. Aquila, transhipped at Singapore.

From Trieste, ex s.s. Imperial, transhipped at Trieste.

From Venice, ex s.s. Gondola, transhipped at Trieste.

Optional cargo will go on to Shanghai unless notice to the contrary be given before noon to-day.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent in to the undock yard before noon on the 18th inst., or they will not be recognized.

No Fire Insurance has been effected, and any goods remaining in the Godowns after the 18th instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER & CO.,
Agents.

Hongkong, 11th June, 1897. [1329]

VESSELS ON THE BERTH.

"RICKMEERS."

Captain Rowell, will be despatched for the above port on or about the 10th inst.

For Freight or Passage apply to

SHAW, SONES & CO.,
Agents.

Hongkong, 5th June, 1897. [1328]

Douglas Steamship Company, Limited.

FOR SWATOW, AMoy, AND
FOOCHOW.

THE Company's Steamship

"HAIAN."

Captain Roach, will be despatched for the above port on or about the 10th inst.

For Freight or Passage apply to

DOUGLASS LA PRAK & CO.,
General Managers.

Hongkong, 10th June, 1897. [1329]

FOR SINGAPORE, HAVRE, AND
HAMBURG.

THE Company's Steamship

"DOROTHEA RICKMEERS"

Captain Miller, will be despatched as above on TUESDAY, the 15th inst.

For Freight, apply to

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, 10th June, 1897. [1329]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMoy, AND TAMBUL.

THE Company's Steamship

"FORMOSA."

Captain Robins, will be despatched for the above ports on TUESDAY, the 15th inst., at noon.

For Freight or Passage apply to

DOUGLASS LA PRAK & CO.,
General Managers.

Hongkong, 10th June, 1897. [1329]

FOR SINGAPORE, HAVRE, AND
HAMBURG.

(Calling at Naples for landing Passengers if sufficient Indentures offered.)

(Taking cargo as through routes to Antwerp, Amsterdam, Rotterdam, Lilloo, Oporto, Lisbon, Liverpool, and Brown)

THE Company's Steamship

"TAYVAN."

Captain Moore, will be despatched on SATURDAY, the 19th inst., at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon will be on board and the Water is supplied with Electric Light.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th June, 1897. [1329]

VESSELS ON THE BERTH.

"RICKMEERS."

Captain Rowell, will be despatched for the above ports on TUESDAY, the 15th inst., at noon.

For Freight or Passage apply to